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25X1 THIS IS UNEVALUATED INFORMATION

1. The recruiting of the Hungarian Air Force is on a voluntary basis. Up to the present, the men recruited have been from the classes of 1931 to 1934. Enlistments are obtained through the aid of the youth organization DISZ, and the Party officials. The "volunteers" report at the former Maria Theresia barracks in Budapest. The examination is basic and thorough; as a result only about 25-30 percent are accepted.
2. From Budapest the young flyers were sent to the living quarters of the National Hungarian Flying Society (OMRE) on the Hármasbátarhegy, a mountain near Budapest. Later, they were transferred to the Sóstó Airfield at Székesfehérvár. A short time ago new barracks were built at the Tác Airfield where all air force recruits were provisionally assembled after induction. Here there was an air force recruit training regiment [redacted] 25X1  
[redacted] The air force recruits and ground personnel were trained here.
3. The commander of both the training regiment and the airfield was Air Captain József Rohoncfolvi; political officer, Second Lieutenant Albert (fnu); regimental adjutant, Second Lieutenant József Kiss. The chief of staff of the regiment had under him the ordnance officer, materials officer, and depot commander. Under the depot commander were an office chief, finance officer, motor vehicle officer, train officer, ration and clothing officer, medical section, security section, and replacement company.
4. The regiment has three battalions. Each battalion has two infantry companies of 200-220 men, for infantry training purposes. A company has four platoons of about 50 men each, in five squads of 11 men, including an instructor.

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5. Following are some of the officers whose names are known: 1 Battalion commander, First Lieutenant Károly Sassák; 1 Battalion political officer, Second Lieutenant János Szabó; commander 1 Company, Lieutenant Gyula Kollák; commander 2 Company, Staff Sergeant Károly Kórodi; 3 Battalion commander, Lieutenant Gyula Tóth.
6. The privates got model M-48 rifles during the recruit training; the squad leaders had model M-48 machine pistols. The training was carried out in "blitz" tempo, so the individual personal training was very scanty. For example, the men were not instructed in the design and assembly of the machine pistols and the light and heavy machine guns. Target practice at the Szabad-Battyán range near Tác was arranged only once during the recruit training; on this occasion the recruits fired infantry rifles at 50, 100, and 200 meters. During the winter of 1951-52 the regiment took part in extensive maneuvers near Lovasberény. At the end of the winter the regiment was broken up and the recruits for the most part were sent back to their original units. About 150-160 recruits were detailed to Tapolca, where they have received further training with a Hungarian air regiment.

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8. The air regiment at Tapolca [REDACTED] is commanded by Air Captain Ferenc Zoltay. The regiment has three companies. Each company has seven IL-10 "Sturmo Párduc" and one "Fecske" plane. This is the entire airplane park of the regiment. The entire regimental personnel is about 200-220 men.
9. The IL-10 planes are low-wing machines with 2,000 HP, ethyl-cooled vertical engines; a top speed of 650-700 kilometers per hour and a cruising speed of 500 kilometers. The crew consists of a pilot, a gunner, and a radio operator. They are armed with two 7.62 mm. fixed machine guns; two 20 mm. automatic air cannons, and one 12.8 mm. heavy machine gun.
10. The air service battalion commander is First Lieutenant Ferenc Szerencsés, who was formerly a captain but was reduced in punishment for some unknown offense. The political officer is First Lieutenant Ferenc Palotay. The chief of staff is Lieutenant Gyula Stündl. The battalion is organized in four companies: technical, communications, transport, and guard.
11. The technical company commander is Second Lieutenant György Kenderney; political officer, Second Lieutenant István Oravetz; attached officers, Second Lieutenants Gyula Bródy and Paroczay (fnu). The company has five platoons: ordnance, mechanic, engineer, observation, and technical supply.

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12. The communications company commander is Second Lieutenant Kozlov (fnu). It has a strength of 70-75 men. The company has an R-7 radio station for communicating with landing planes, and several R-3 apparatus. It has a telephone switchboard, a large quantity of field cables and field telephone equipment. It supplies the personnel for the airfield meteorological station, for which five soldiers were given special training.
13. The transport company commander is Lieutenant Ostermann (fnu). It has a strength of about 65 men, and an auto park of one GMC, two Rabas; four Raba three-ton trucks; two GMC 2.5-ton trucks; three jeeps; three tank cars; one crane car; four Wippon trucks. The company also has its own small automobile repair shop.
14. The guard company commander is Second Lieutenant Lajos Bathori; political officer, Second Lieutenant Vince Orbán. It has a strength of 300 men. It supplies the guard personnel for the depots, buildings and airfield at Tapolca. Each soldier is armed with a machine pistol, and Soviet Maxim heavy machine guns are permanently in position at the most important points.

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